BookletChart™

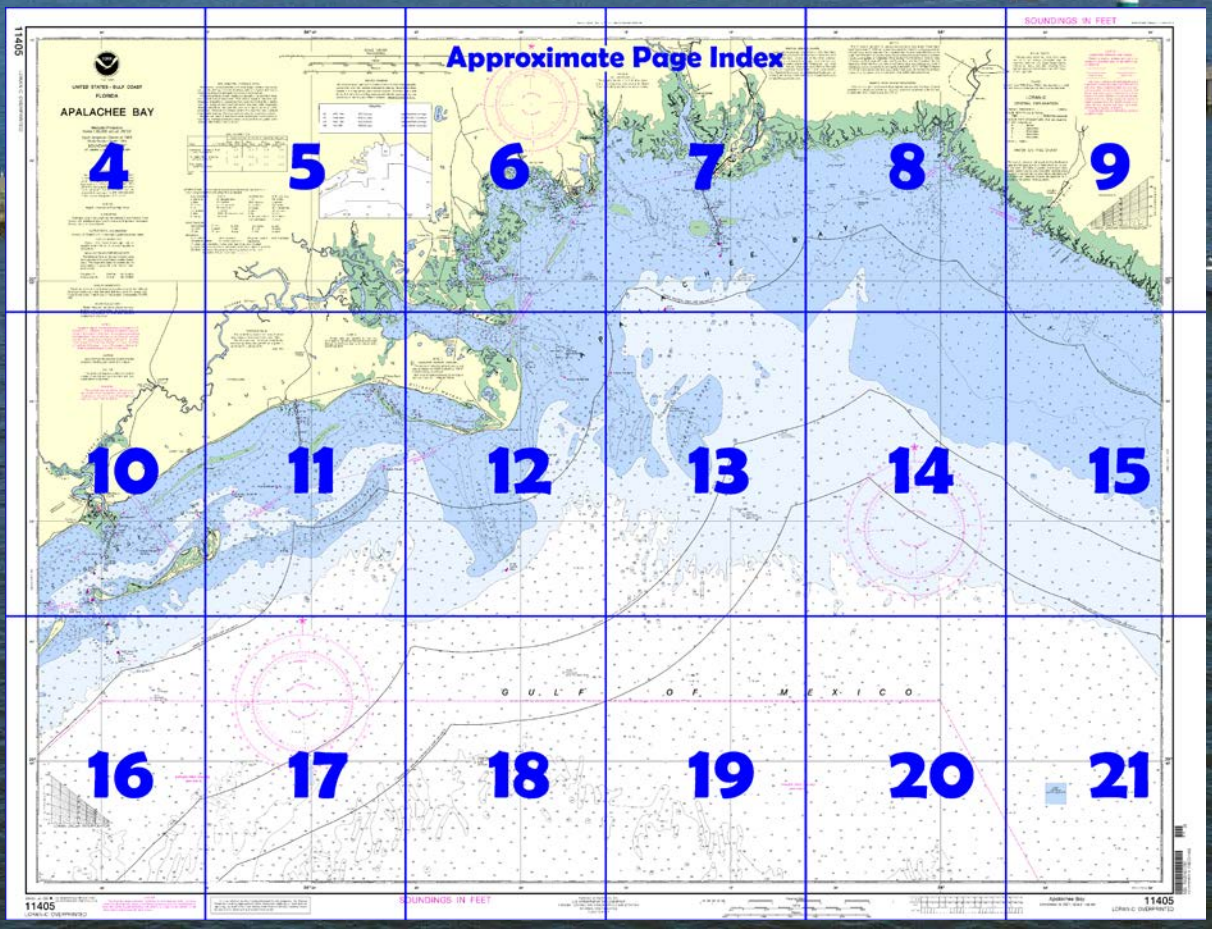
Apalachee Bay

NOAA Chart 11405

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

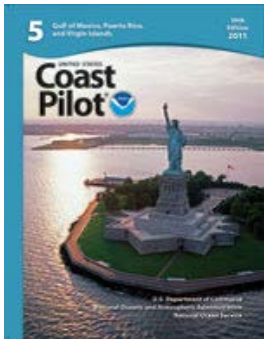
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11405.



(Selected Excerpts from Coast Pilot)St. Apalachee Bay, about 170 miles NW of Tampa Bay, is formed by the bend in the coastline from a NW to a SW direction. Depths range from 6 to 20 feet with numerous shoals and rocks, some bare at low water. The bay is the approach to St. Marks River.

Danger zone.–An Air Force rocket-firing range has been established in the Gulf S of Apalachee Bay. (See **334.640**, chapter 2, for limits and regulations.)

Econfina River, entering the E part of Apalachee Bay, is shallow and navigable by boats drawing about 2 feet at half tide or better; although lesser depths may be found during protracted periods of offshore winds. A private light marks the E side of the entrance to the river. The river channel is rocky and should be used only with local knowledge.

Econfina Landing, on the W bank 2 miles above the mouth, has facilities for small craft. Gasoline, water, ice, a launching ramp, and limited berthage are available. State Route 14 leads to U.S. Route 98.

Aucilla River flows into Apalachee Bay 4.5 miles NW of Econfina River. The approach for a distance of 3 miles is a narrow winding channel that is difficult for strangers. A private light on **Gamble Point** marks the entrance to the river. The river above the mouth is reported to be poorly marked, fast-flowing, and with depths of over 5 feet. It has been further reported that by giving the bends in the river a good berth, and by avoiding the rocks in the channel which are discernible by ripples, boats drawing 4 feet will have little difficulty. Local knowledge is advised.

St. Marks National Wildlife Refuge covers much of the coastal area between Aucilla River and Ochlockonee Bay, about 12 miles SW of St. Marks River.

A beach resort is at **Shell Point** (30°03.4'N., 84°17.4'W.), 5 miles W of St. Marks River. The mean range of **tide** is 2.5 feet. **Shell Point Light** (30°02'21"N., 84°17'41"W.), 17 feet above water and shown from a pile with a green and white diamond-shaped daymark, marks the approach.

Panacea Harbor, in **Dickerson Bay**, is about 11 miles SW of St. Marks Light. A dredged channel leads from Apalachee Bay to the public wharf at the town of Panacea. In 2011, the midchannel controlling depth was 5 feet to the public wharf. The channel is marked by lights, buoys, and daybeacons. Panacea is a summer resort and fishing center with a seafood processing plant in the harbor and several more in town. Gasoline and some supplies can be obtained in town.

Ochlockonee Bay, on the W side of Apalachee Bay, is a shallow bay 5 miles long and a mile wide. The approach from Apalachee Bay is obstructed by shoals, which probably shift from time to time. The S half of the mouth is closed entirely by oyster bars. The entrance is between **Ochlockonee Point** on the N and **Bald Point** on the S. **Ochlockonee Bay Light OB** (29°56'00"N., 84°18'00"W.), shown from a dolphin with a green square daymark, about 3 miles SE of Ochlockonee Point, marks the approach to the bay. The mean range of **tide** is 2.0 feet.

Ochlockonee River, emptying into the head of Ochlockonee Bay, leads W to the junction of Crooked River and then turns N and finally E. A depth of 5 feet, with local knowledge, can be found for 29 miles. U.S. Route 319 highway bridge about 6 miles above the mouth has a fixed span with a clearance of 10 feet. The river is little used. About 8 miles above the mouth, piling of a former railroad bridge is a hazard in the river. A launching ramp is available at a State park on the N side of the river, about 4.5 miles above the mouth.

Crooked River, a narrow, crooked tidal stream 22 miles long, connects Ochlockonee River with Carrabelle River. Crooked River is completely blocked by trees and growth about 10 miles above the E mouth.

Ochlockonee Shoal, lying about 8 miles SE of Ochlockonee Point, has depths of 3 to 17 feet. Although the shoal is separated from St. James Island by lanes of moderate depths, there is no safe passage between the shoal and the island except for small craft. A lighted bell buoy is SE of the shoal. The buoy also marks the approach to St. Marks River and Apalachee Bay.

There are three fish havens in Apalachee Bay. The first is 2.2 miles 167° from Shell Point Light, the second about 4.6 miles 161° from St. Marks Light, and the third about 4.5 miles 108° from Ochlockonee Bay Light 2. The first two are unmarked; the third is marked by private buoys.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC New Orleans	Commander 8th CG District New Orleans, LA	(504) 589-6225

Table of Selected Chart Notes

Corrected through NM Jun 14/03
Corrected through LNM May 27/03

HEIGHTS

Heights in feet above Mean High Water.

Mercator Projection
Scale 1:80,000 at Lat. 29°53′

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

NOTE D

ALLIGATOR HARBOR CHANNEL

The channel, marked by privately maintained aids, is subject to extensive shoaling. Use of local knowledge is advised.

Numerous unmarked submerged steel pipes have been reported in Alligator Harbor.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.744" northward and 0.368" eastward to agree with this chart.

NOTE C

Private aids are reported to mark the south and main entrance channels and a channel through Ochlockonee Bay to the mouth of the Sopchoppy River.

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other privately maintained buoys are not all listed in the U.S. Coast Guard Light List.

NOTE B

ST. MARKS RIVER

The project depth is 12 ft to the upper end of the improved channel at St. Marks. For controlling depths use chart 11406.

NOAA VHF-FM WEATHER BROADCASTS

The National Weather Service stations listed below provide continuous marine weather broadcasts. The range of reception is variable, but for most stations is usually 20 to 40 miles from the antenna site.

Eastpoint, FL	WWF-86	162.50 MHz
Tallahassee, FL	KIH-24	162.40 MHz

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area

Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CROOKED RIVER

The controlling depth from New River to Ochlockonee River was 3 feet, June 1953.

The channel was reported completely blocked by trees and growth at a point in 29°54'30" N., 84°36'00"W.

June 1961

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

Loran-C rates 7980-W and 7980-Y are reported to provide the most reliable coverage over the entire charted area.

LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY ..... 100kHz.

PULSE REPETITION INTERVAL

7980 ..... 79,800 Microseconds

STATION TYPE DESIGNATORS: (Not individual station letter designators).

M ..... Master
W ..... Secondary
X ..... Secondary
Y ..... Secondary
Z ..... Secondary

EXAMPLE: 7980-Y

RATES ON THIS CHART

7980-W 7980-X 7980-Y 7980-Z

The Loran-C correction tables published by the National Imagery and Mapping Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by U.S. Coast Guard. Mariners, however, are cautioned not to rely solely on the lattices in inshore waters.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, FL, and 8th Coast Guard District in New Orleans, LA, or at the Office of the District Engineer, Corps of Engineers in Mobile, AL.

Refer to charted regulation section numbers.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972
Demarcation lines are shown thus: — — — —

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

NOTE X

The 12 nautical mile territorial sea was established by Presidential Proclamation 5928, December 27, 1988, and is also the outer limit of the U.S. contiguous zone for the application of domestic law. The 3 nautical mile line, previously identified as the outer limit of the territorial sea, is retained because the proclamation states that it does not alter existing State or Federal law. The 9 nautical mile natural resources boundary off Texas, the Gulf coast of Florida, and Puerto Rico, and the 3 nautical mile line elsewhere remain the inner boundary of the Federal fisheries jurisdiction and the limit of states' jurisdiction under the Submerged Lands Act (P.L. 83-31; 67 Stat. 29. March 22, 1953). These maritime limits are subject to modification, as represented on future charts. The lines shown on the most recent chart edition take precedence.

MINERAL DEVELOPMENT STRUCTURES

Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

TIDAL INFORMATION

Place Name (LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
	feet	feet	feet	feet
Carrabelle, Carrabelle River (29°51'N/84°40'W)	2.6	2.4	0.8	-2.0
St. Marks River Entrance (30°05'N/84°11'W)	3.5	3.2	0.7	-4.0
Rock Island (29°58'N/83°50'W)	3.3	3.0	0.6	-3.0

(402)

11405

LORAN-C OVERPRINTED

40′ 35′

10′

05′

30°
00′

COAST SURVEY

UNITED STATES - GULF COAST

FLORIDA

APALACHEE BAY

Mercator Projection
Scale 1:80,000 at Lat. 29°53′

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.744″ northward and 0.368″ eastward to agree with this chart.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 5 for important supplemental information.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

NOAA VHF-FM WEATHER BROADCASTS

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Joins page 10

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Rock Island (29°58′N/83°50′W)	3.3	3.0	0.6	-3.0

(402)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

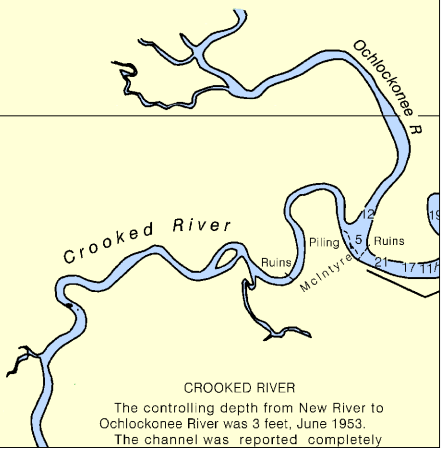
Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: — — — —



CROOKED RIVER

The controlling depth from New River to Ochlockonee River was 3 feet, June 1953. The channel was reported completely

4

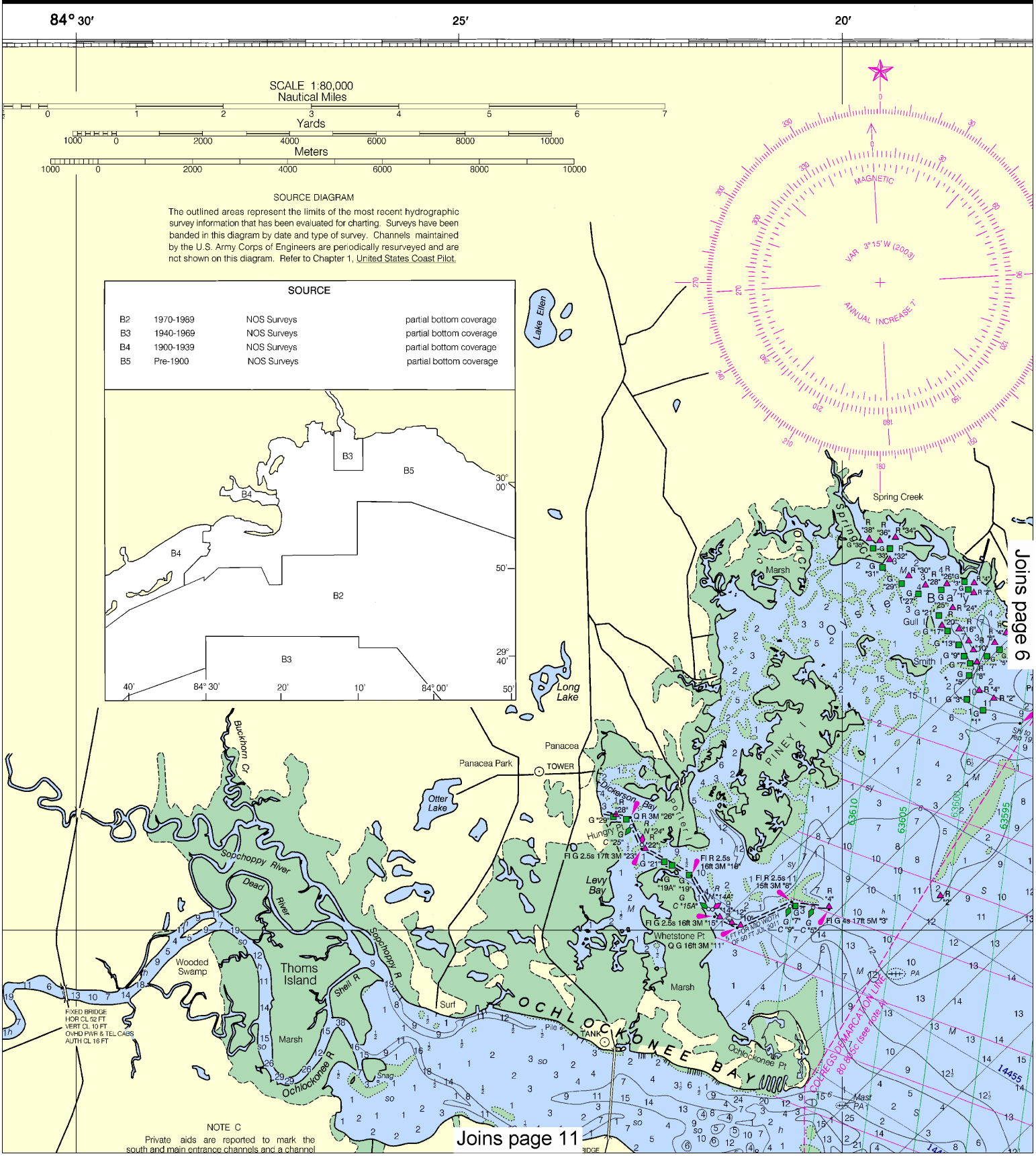
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

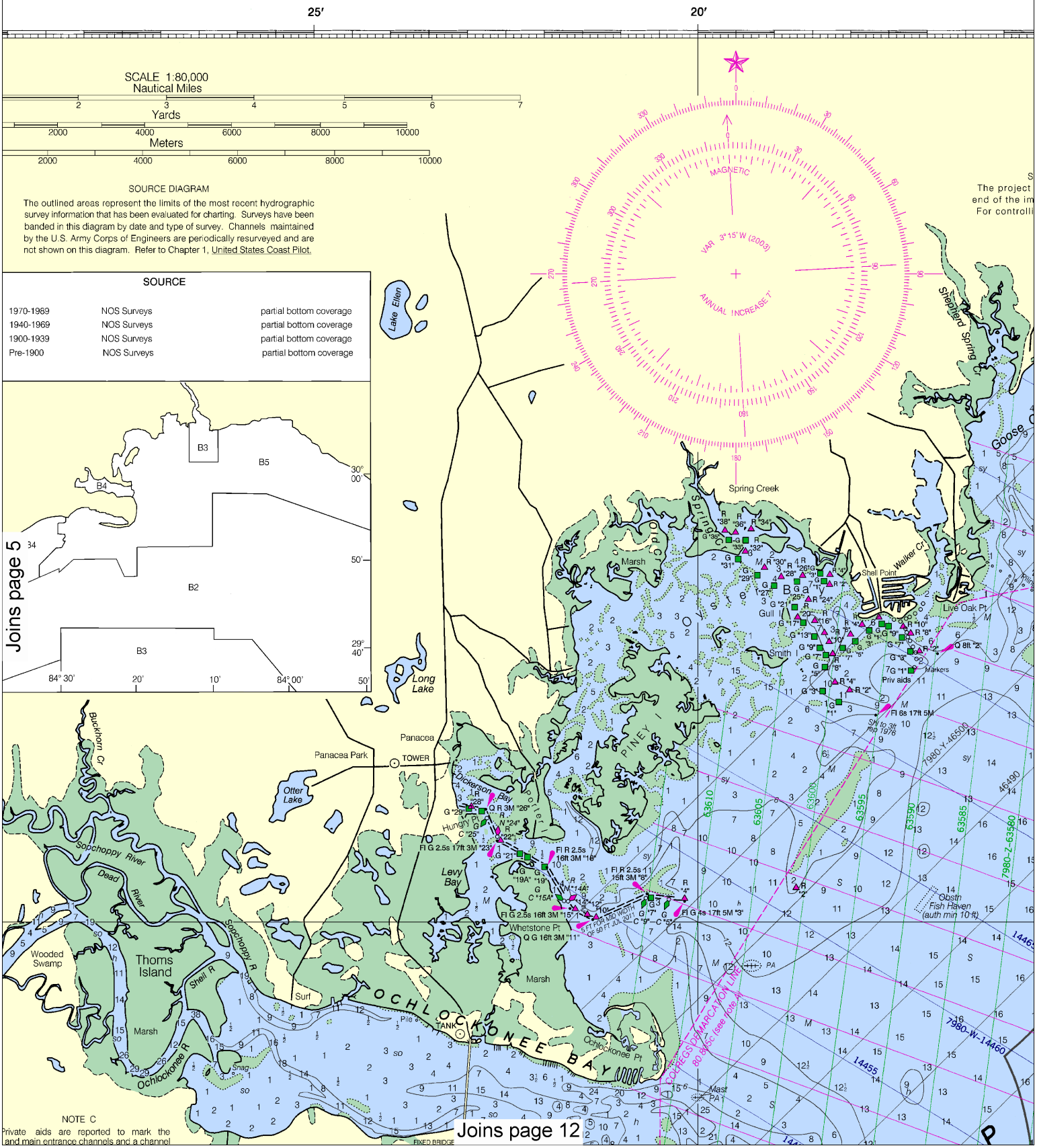
Nautical Miles
1 0 1 2 3 4 5 6 7

Yards
1000 0 2000 4000 6000 8000 10000

See Note on page 5.



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:106667. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

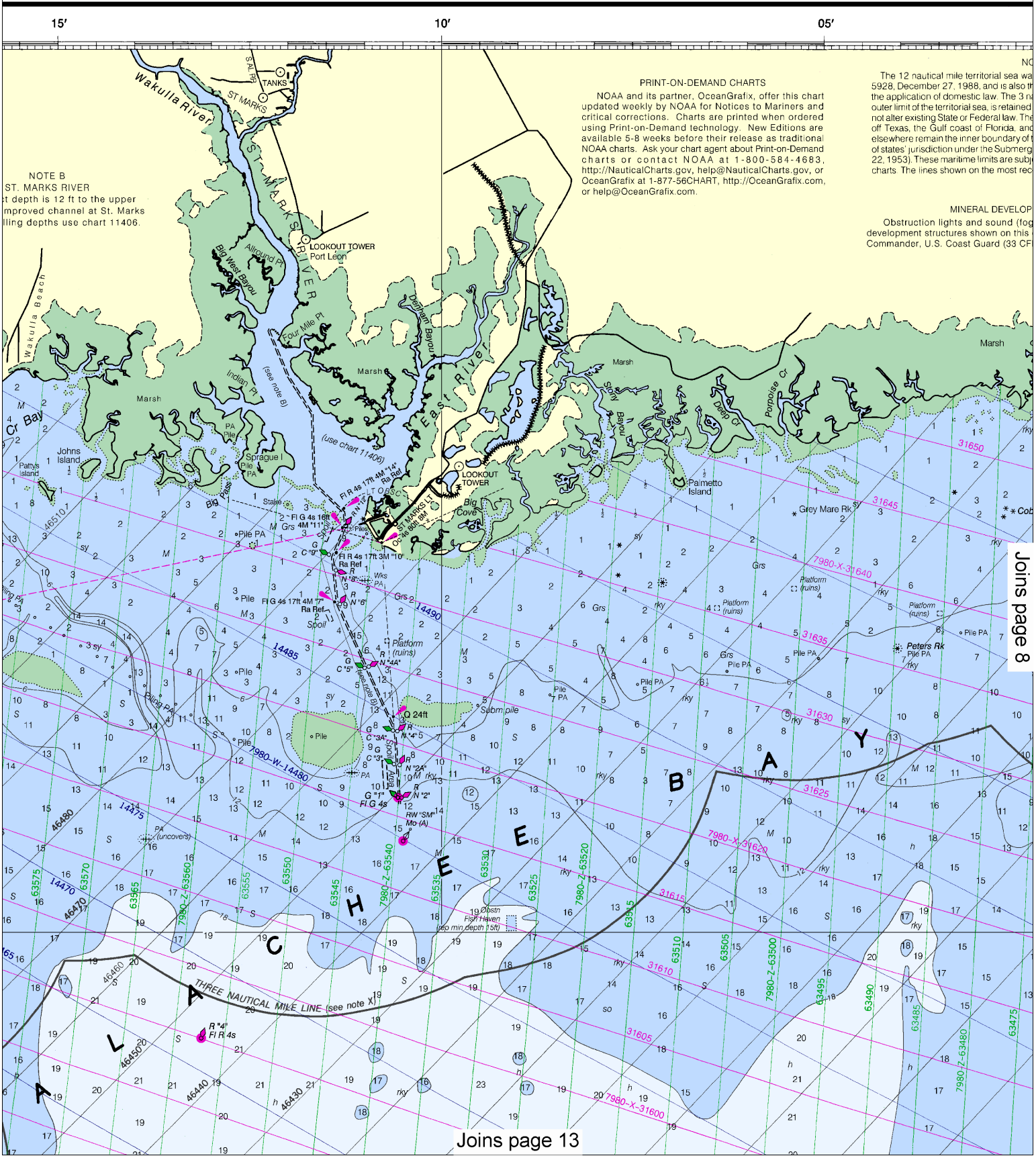


Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

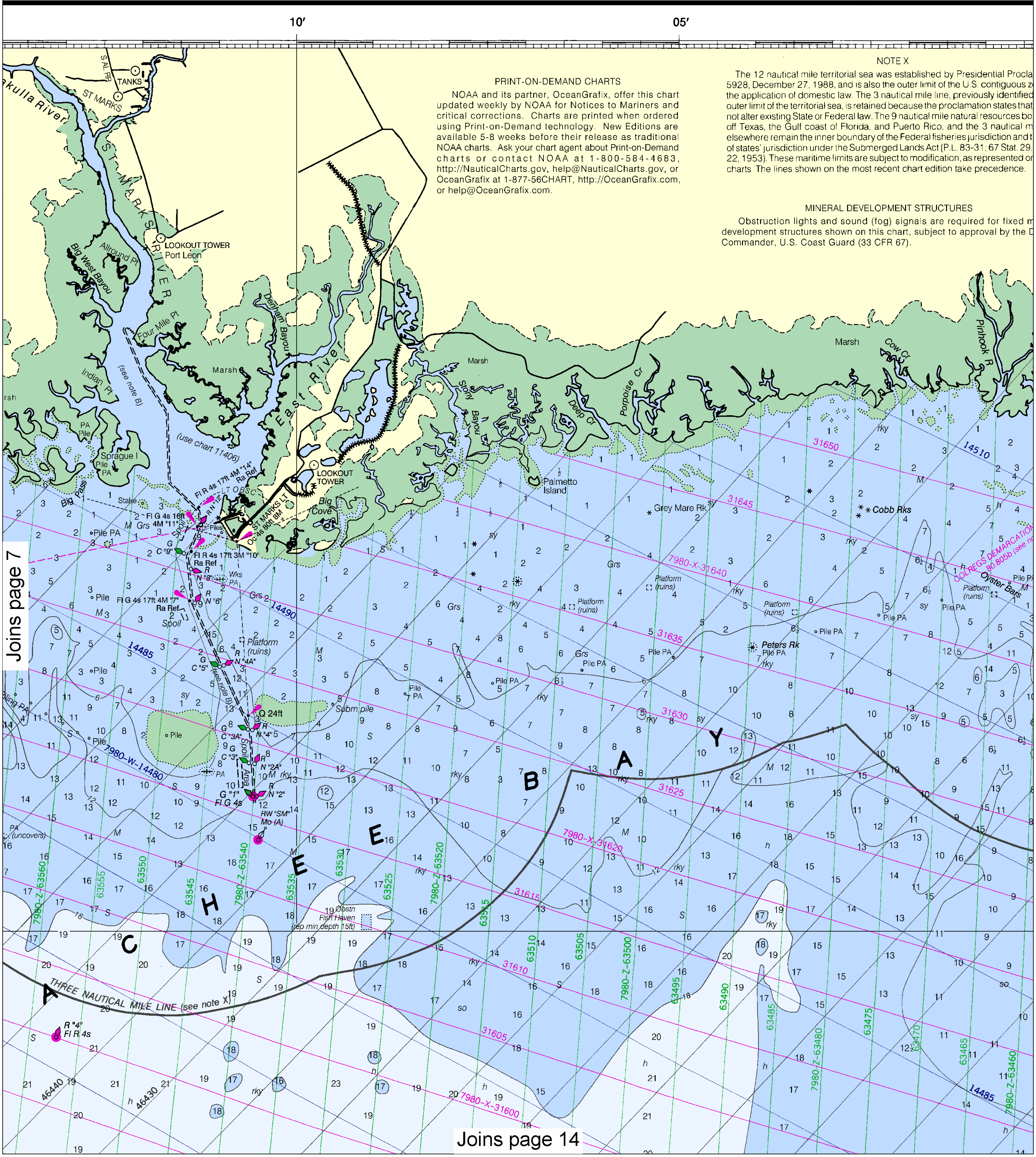
Nautical Miles

Yards

Note: Chart grid lines are aligned with true north.



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4712 11/20/2012,
NGA Weekly Notice to Mariners: 4712 11/24/2012,
Canadian Coast Guard Notice to Mariners: n/a.

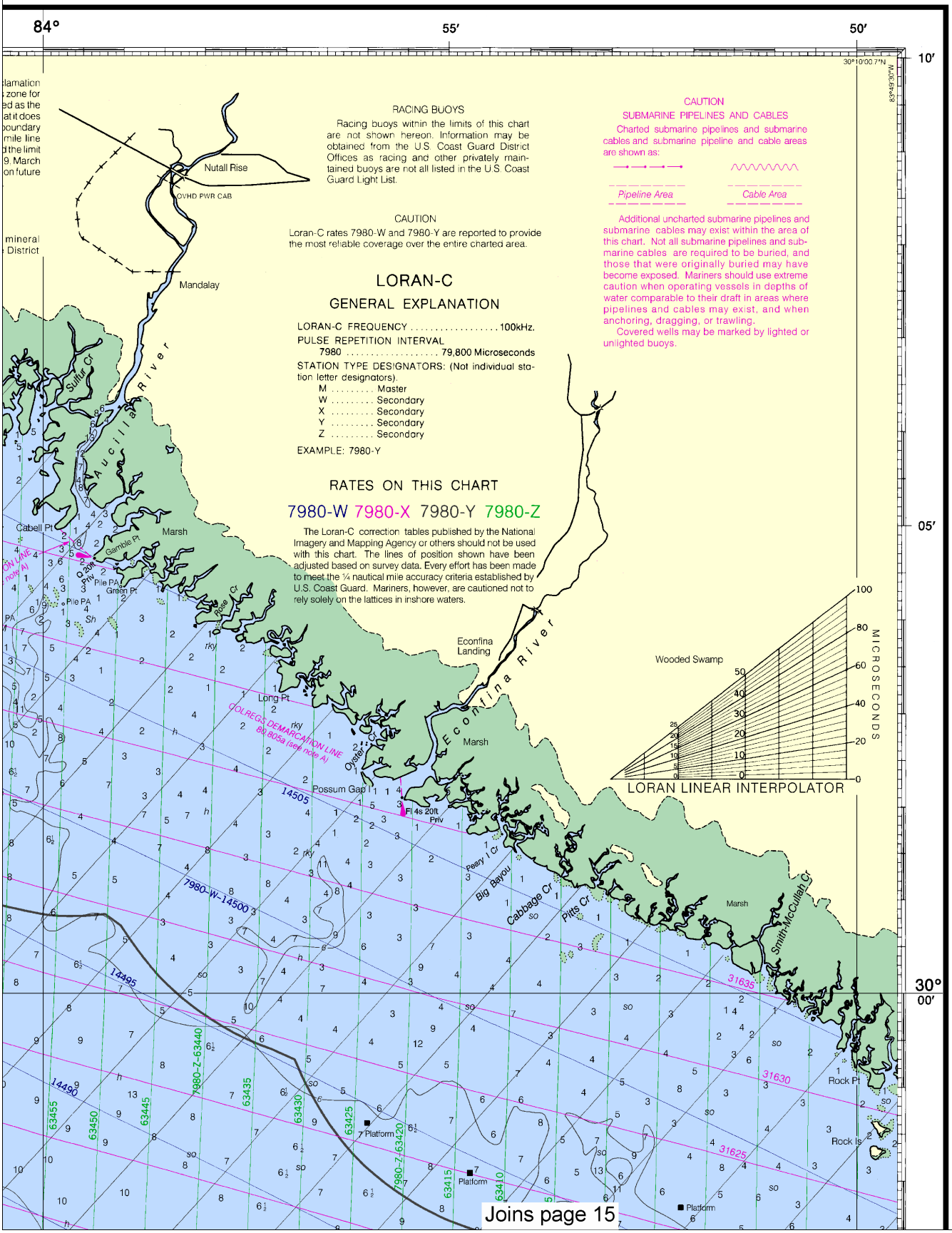


Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles 1 0 1 2 3 4 5 6 7

Yards 1000 0 2000 4000 6000 8000 10000



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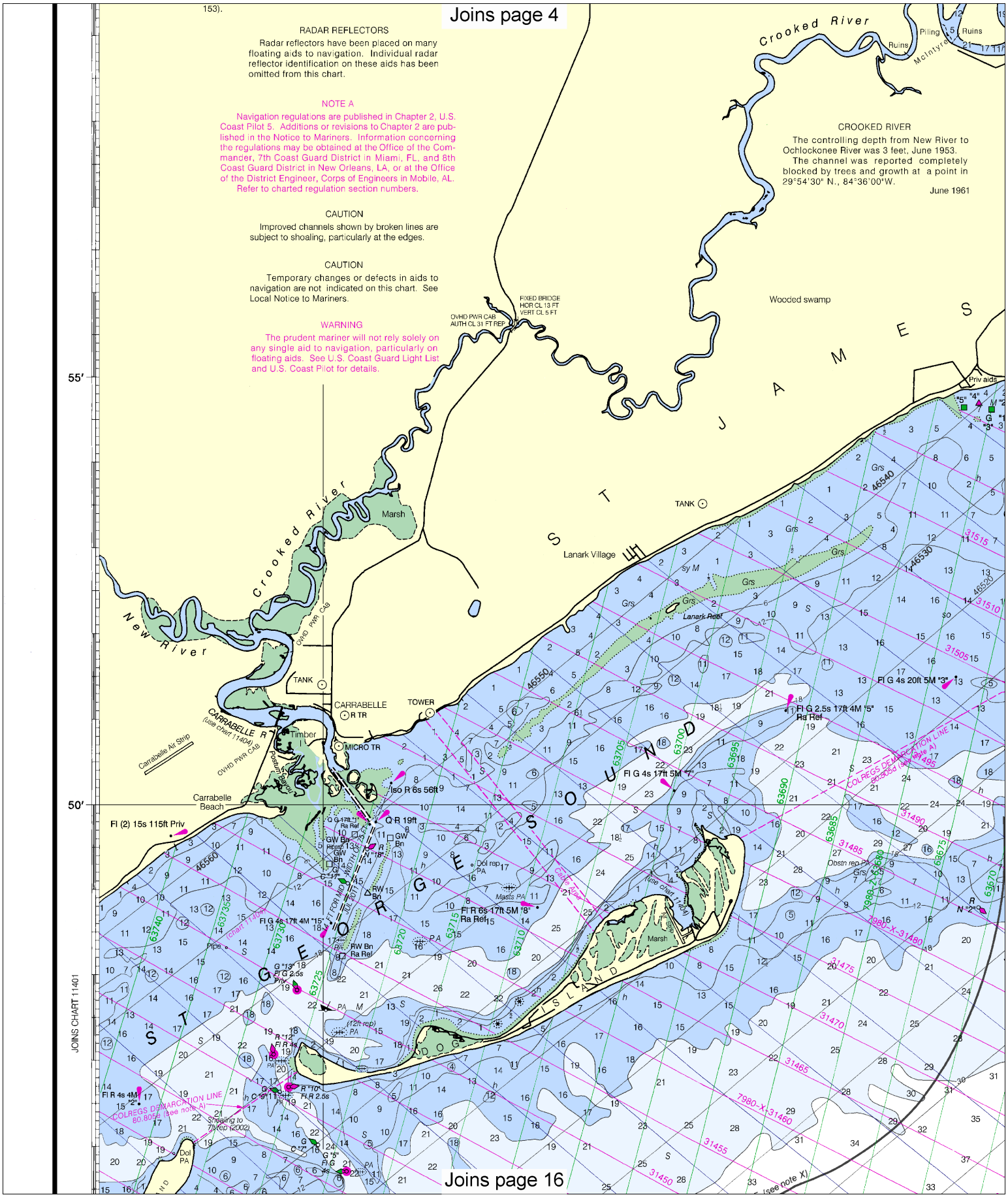

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Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

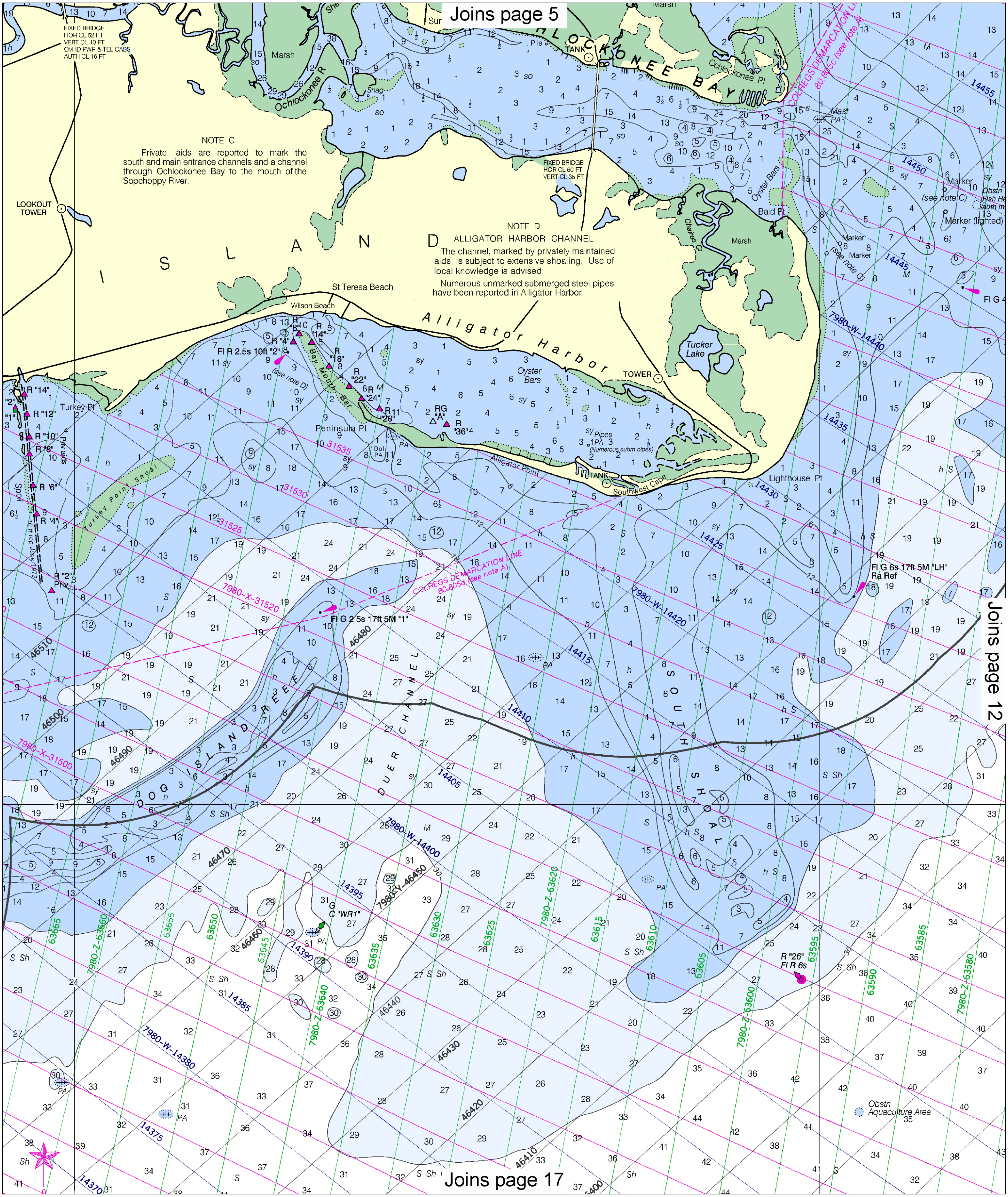
Nautical Miles

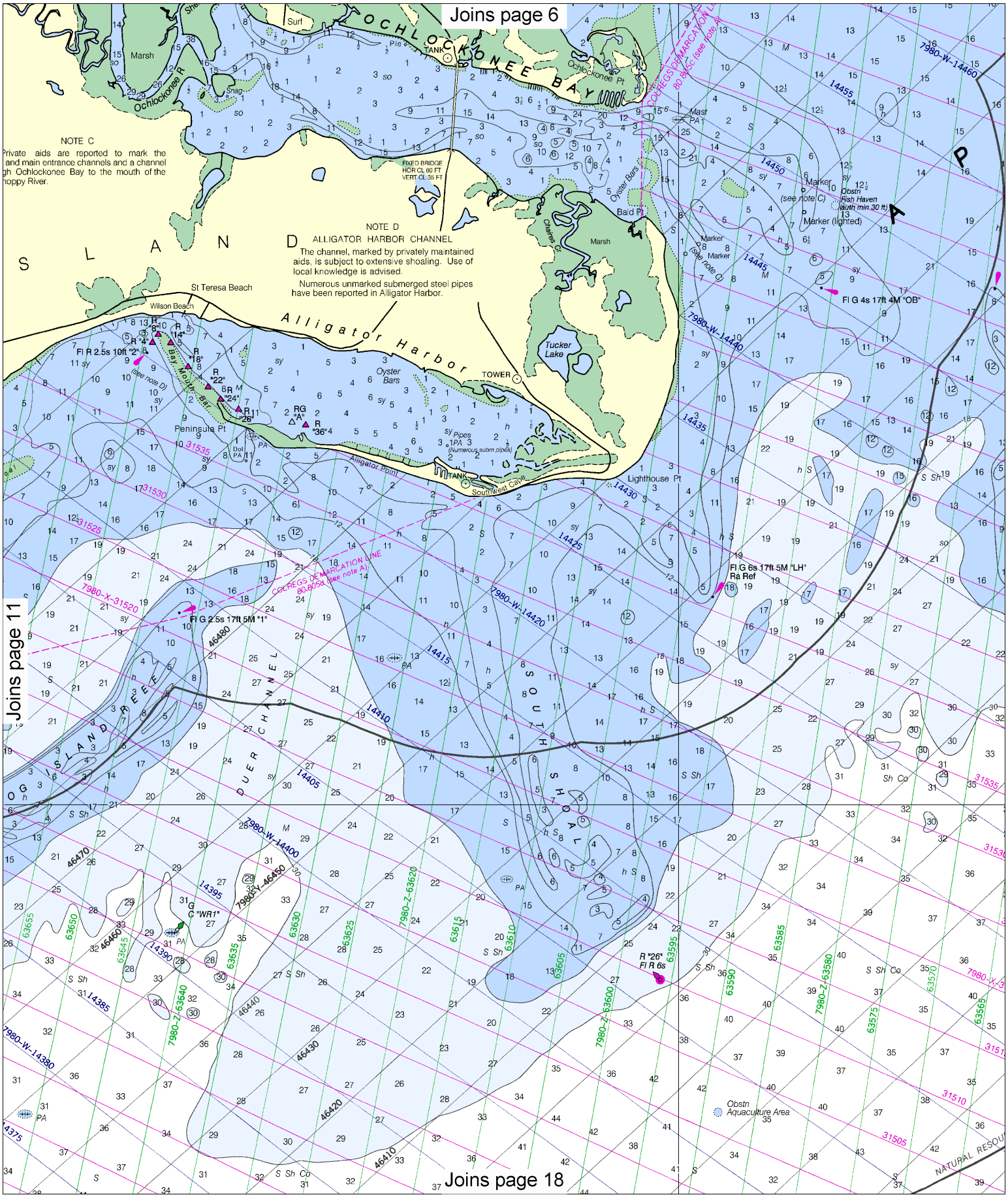
1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000

See Note on page 5.


Joins page 5
Joins page 12
Joins page 17
FIXED BRIDGE
HOR CL 52 FT
VERT CL 10 FT
OVHD PWR & TEL CABS
AUTH CL 16 FT
NOTE C
Private aids are reported to mark the south and main entrance channels and a channel through Ochlockonee Bay to the mouth of the Sopchoppy River.
LOOKOUT TOWER
Ochlockonee R
OCHLOCKONEE BAY
Ochlockonee Pt
Marsh
TANK
FIXED BRIDGE
HOR CL 60 FT
VERT CL 35 FT
NOTE D
ALLIGATOR HARBOR CHANNEL
The channel, marked by privately maintained aids, is subject to extensive shoaling. Use of local knowledge is advised.
Numerous unmarked submerged steel pipes have been reported in Alligator Harbor.
I S L A N D
St Teresa Beach
Wilson Beach
Alligator Harbor
Oyster Bars
Bald Pt
Tucker Lake
TOWER
Marker
Marker (lighted)
Obstn
(see note C)
COLREGS DEMARCATION LINE 80.805c (see note A)
Fl R 2.5s 10ft "2"
Bay Mouth Bar
Turkey Pt
Peninsula Pt
Turkey Point Shoal
Alligator Point
Southwest Cape
Lighthouse Pt
Fl G 6s 17ft 5M "LH"
Ra Ref
Fl G 2.5s 17ft 5M "1"
Fl G 4
COLREGS DEMARCATION LINE 80.805d (see note A)
DOG ISLAND REEF
DUER CHANNEL
SOUTH SHOAL
R "26"
Fl R 6s
G
C "WR1"
Obstn
Aquaculture Area
7980-W-14440
7980-W-14420
7980-W-14400
7980-W-14380
7980-X-31520
7980-X-31500
7980-Y-46450
7980-Z-63620
7980-Z-63600
7980-Z-63580
7980-Z-63640
7980-Z-63660



Note: Chart grid lines are aligned with true north.

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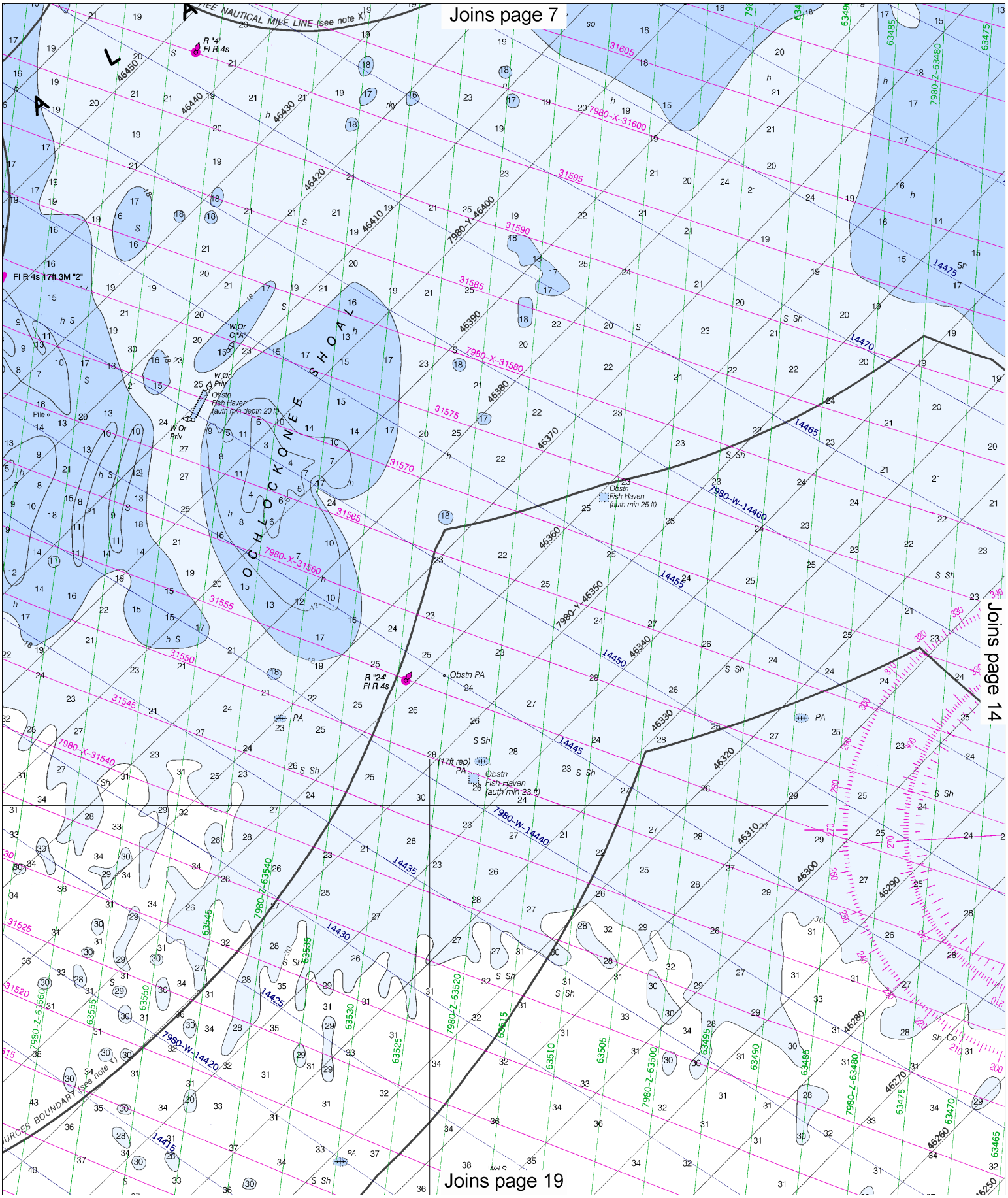
Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000


Joins page 7
Joins page 14
Joins page 19
A
L
A
R "4"
Fl R 4s
Fl R 4s 17ft 3M "2"
OCHLOCKONEE SHOAL
Obstn
Fish Haven
(auth min depth 20 ft)
Obstn
Fish Haven
(auth min 25 ft)
R "24"
Fl R 4s
Obstn PA
(17ft rep)
PA
Obstn
Fish Haven
(auth min 23 ft)
7980-X-31600
7980-Y-46400
7980-X-31580
7980-W-14460
7980-Y-46350
7980-X-31560
7980-X-31540
7980-W-14440
7980-Z-63540
7980-W-14420
7980-Z-63520
7980-Z-63500
7980-Z-63480
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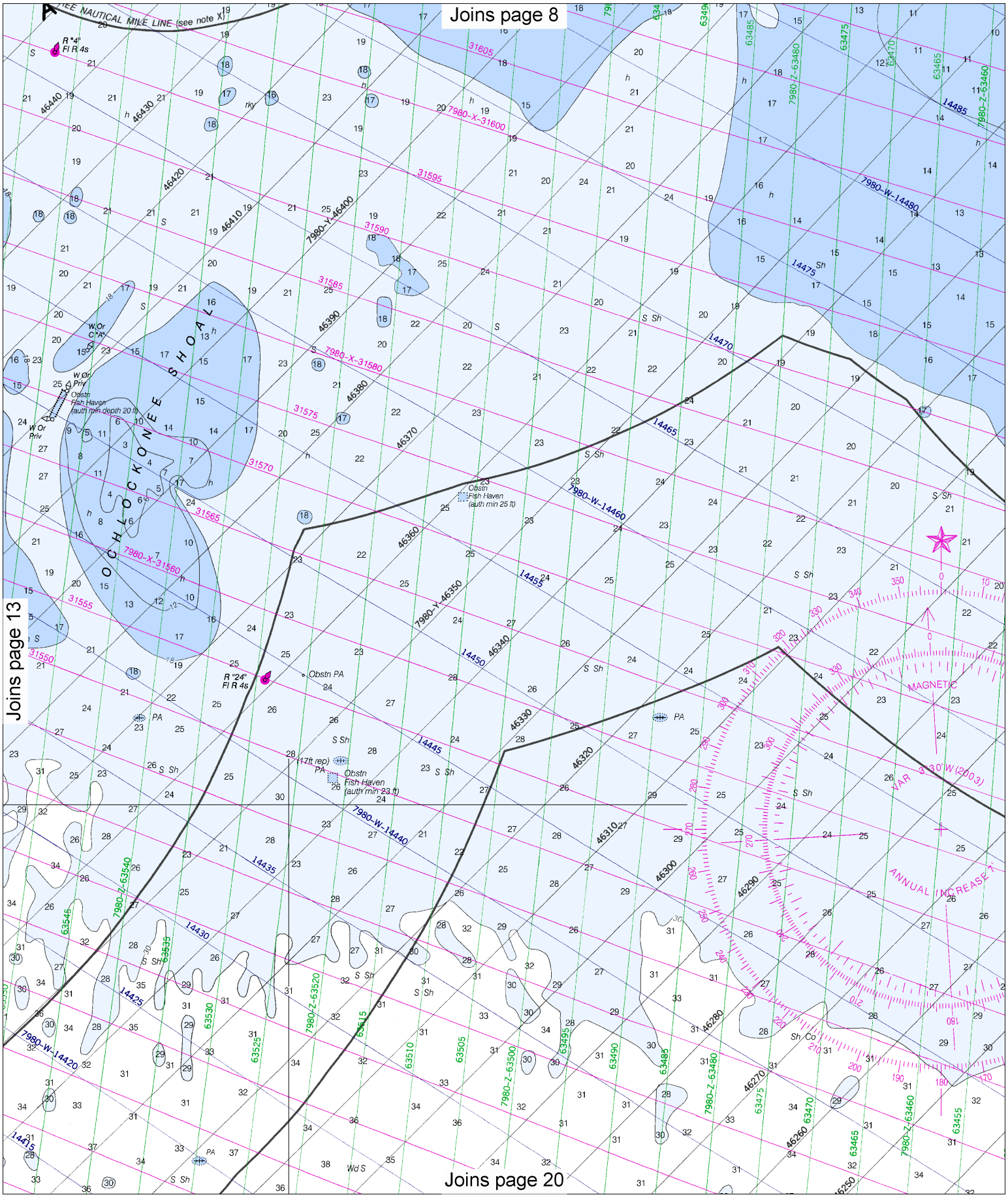


14

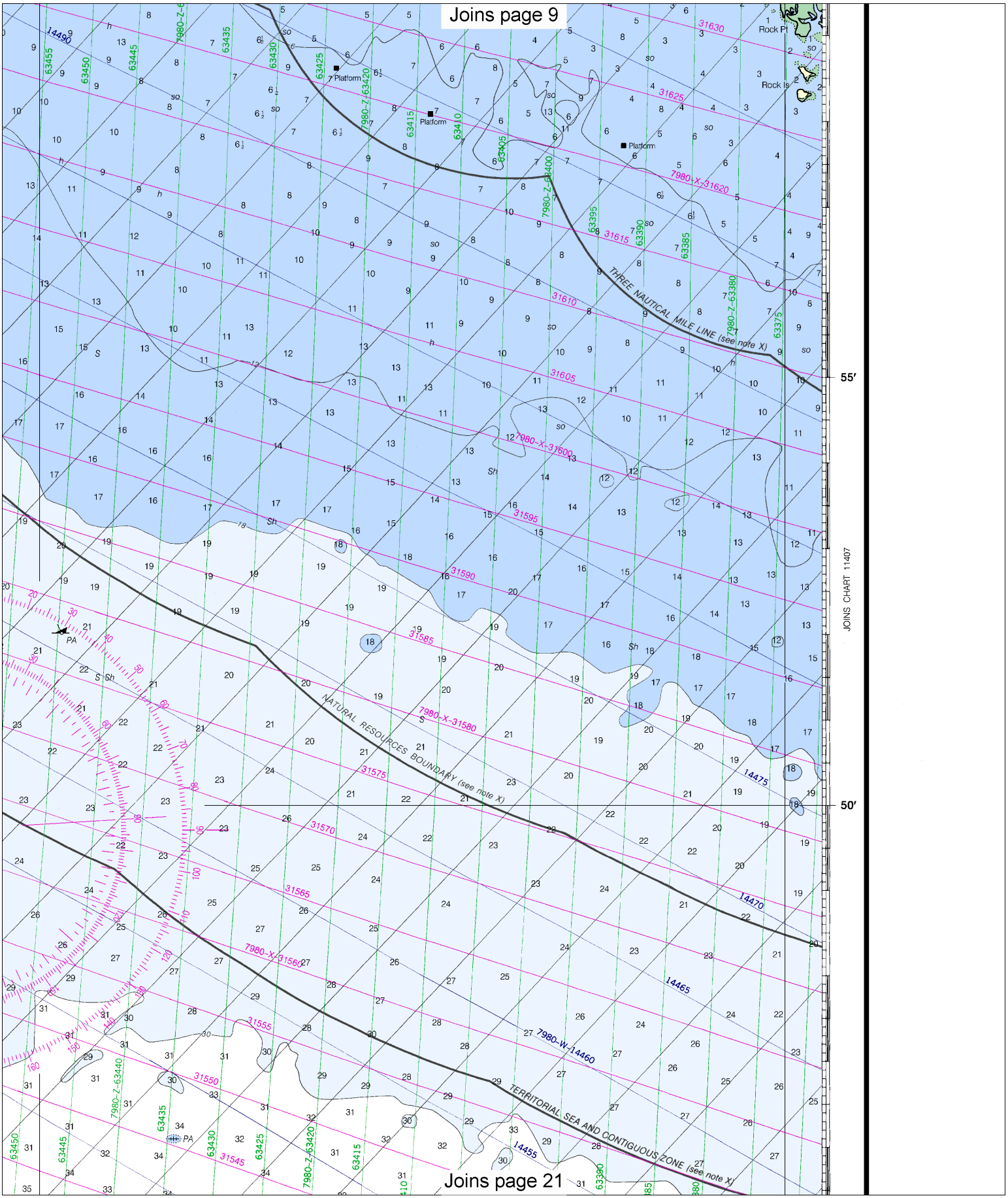
Note: Chart grid lines are aligned with true north.

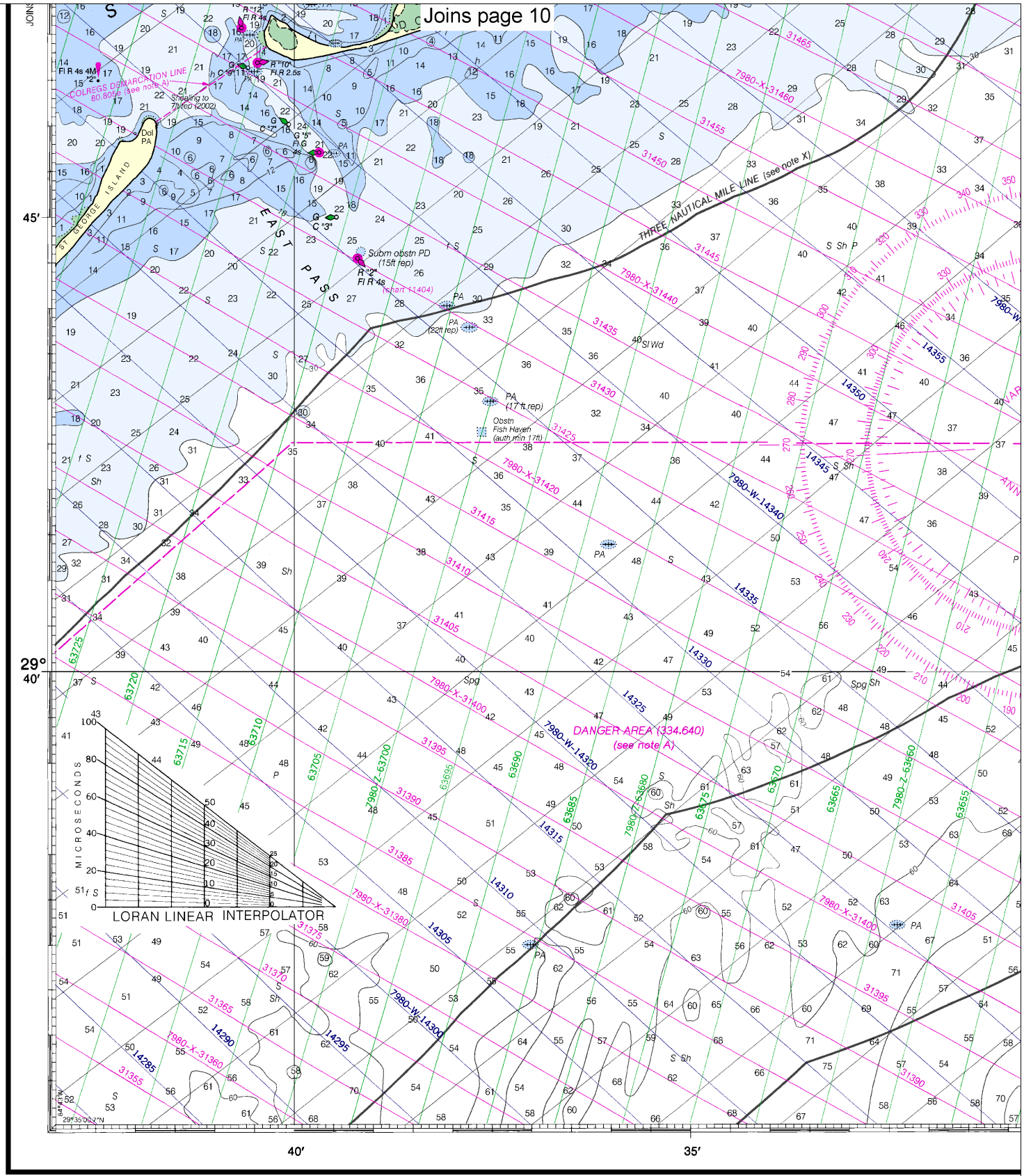
Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

See Note on page 5.


Joins page 9
Joins page 21
Platform
Rock Pt
Rock Is
THREE NAUTICAL MILE LINE (see note X)
NATURAL RESOURCES BOUNDARY (see note X)
TERRITORIAL SEA AND CONTIGUOUS ZONE (see note X)
55′
50′
JOINS CHART 11407



29th Ed., Jun / 03 ■ Corrected through NM Jun 14/03
Corrected through LNM May 27/03

11405

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CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. Ocean Service encourages users to submit corrections, additions, or co improving this chart to the Chief, Marine Chart Division (N/CS2), Nati Service, NOAA, Silver Spring, Maryland 20910-3282.

Note: Chart grid lines are aligned with true north.

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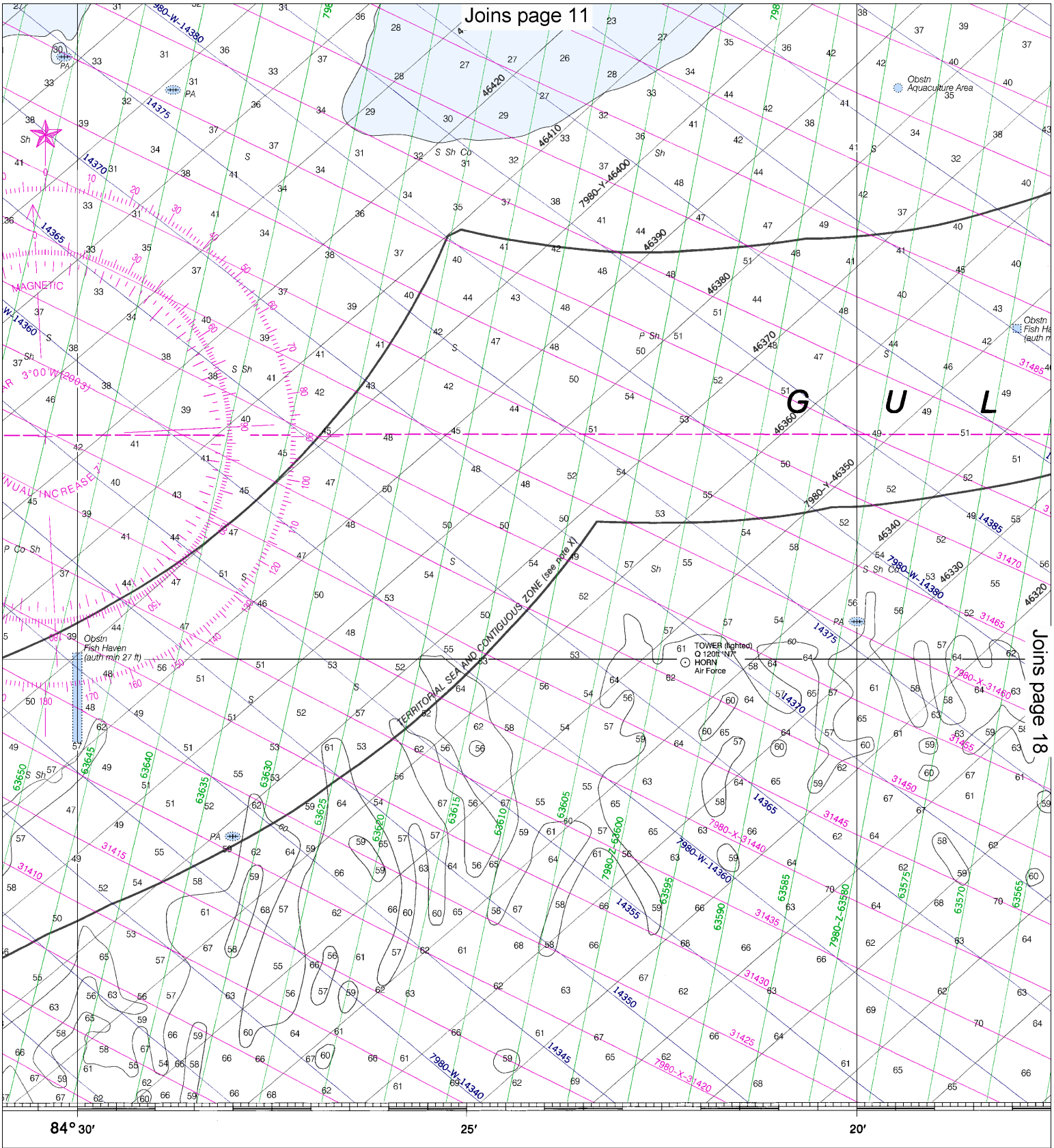
Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

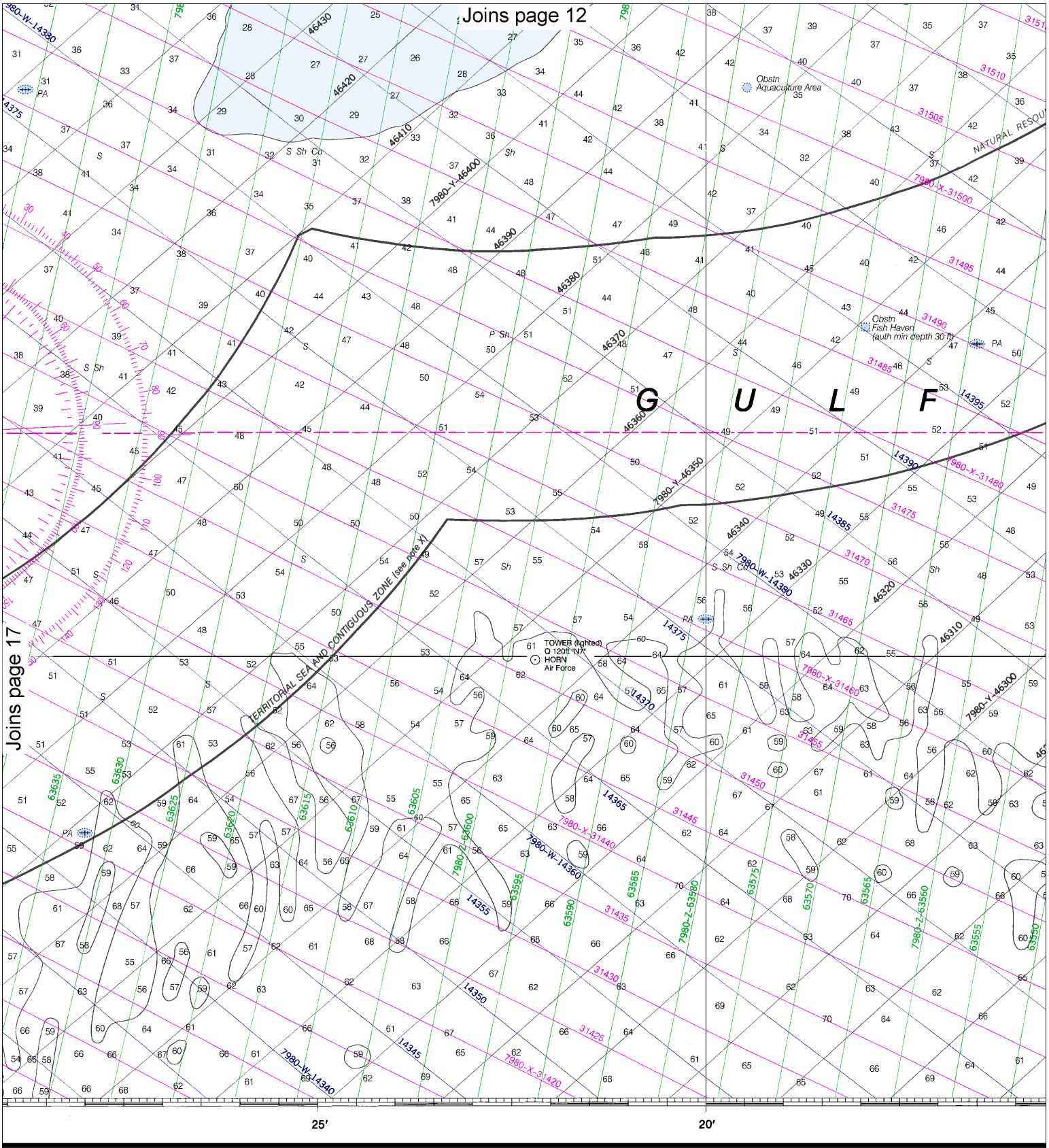
See Note on page 5.



SOUNDINGS IN FEET

The National comments for ational Ocean

NATIONAL



SOUNDINGS IN FEET

Published at Washington,
U.S. DEPARTMENT OF COM
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NATIONAL OCEAN SERV
COAST SURVEY

Note: Chart grid lines are aligned with true north.

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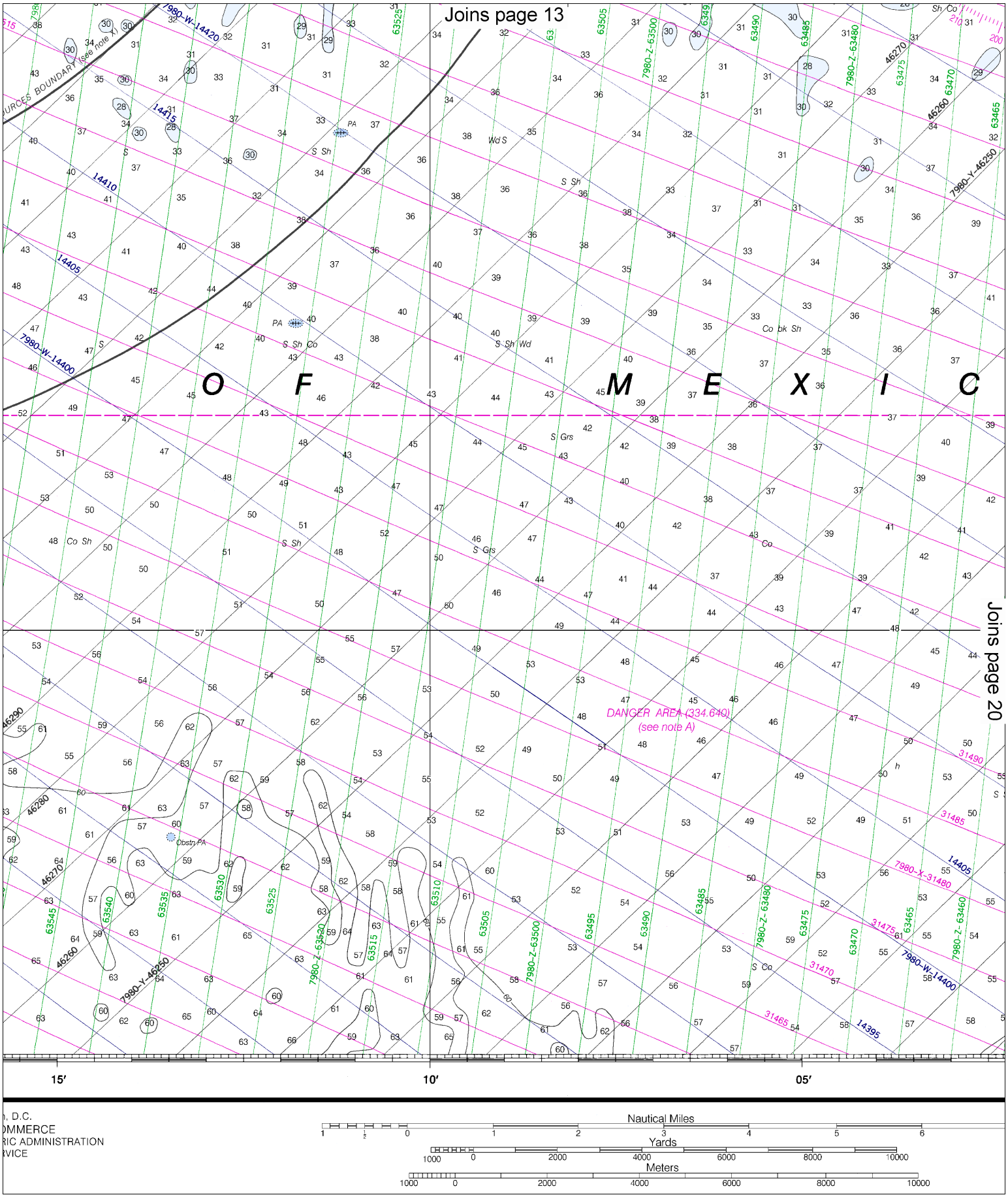
Nautical Miles
1 0 1 2 3 4 5 6 7

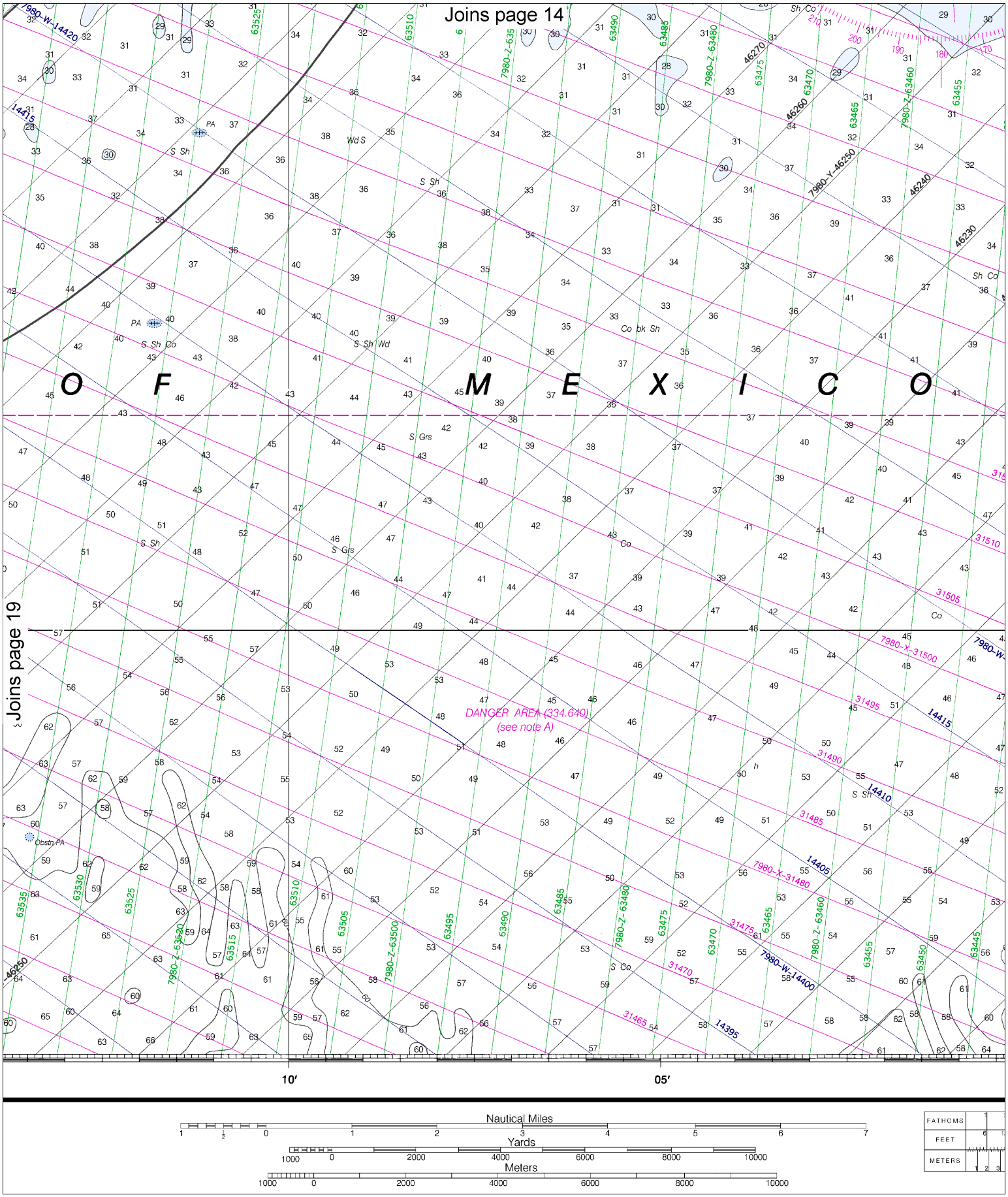
Yards
1000 0 2000 4000 6000 8000 10000

See Note on page 5.



, D.C.
OMMERCE
RIC ADMINISTRATION
RVICE

Nautical Miles
1 0 1 2 3 4 5 6
Yards
1000 0 2000 4000 6000 8000 10000
Meters
1000 0 2000 4000 6000 8000 10000



Note: Chart grid lines are aligned with true north.

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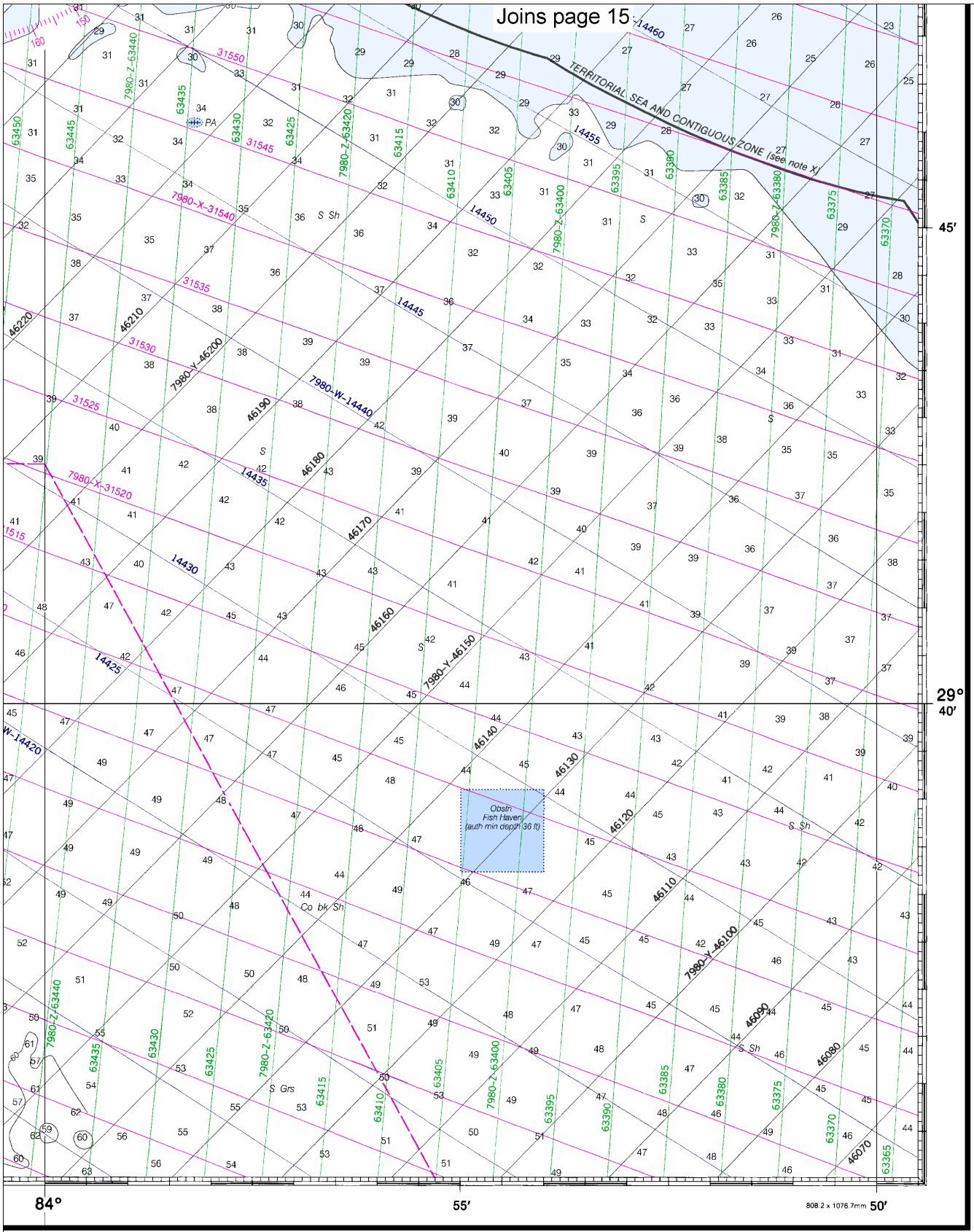
See Note on page 5.

Nautical Miles

Yards



Apalachee Bay

SOUNDINGS IN FEET - SCALE 1:80,000

11405

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ED NO 29

NSN 7642014010187

NIMA REFERENCE NO. 11BC011405

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

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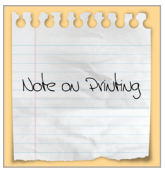

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